

**SECRET**

Approved For Release 2006/03/16 : CIA-RDP79-00849A000400030010-6

25X1

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5X1 REFERENCES: [REDACTED]

ATTACHMENT TO L-1826  
14 SEPTEMBER 1966  
PAGE 1

RAILROAD CABLE BRIDGE  
VINH/DONG HOI RAIL LINE, NORTH VIETNAM  
1809N 10543E

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS THE SERVICEABILITY OF A RAILROAD  
BRIDGE BY-PASS AND ITS ASSOCIATED CABLE BRIDGE.

2. LOCATION:

THE RAILROAD CABLE BRIDGE IS LOCATED AT THE SITE OF THE DONG BAI  
RAILROAD BRIDGE OVER THE SONG TIEM [REDACTED] JUST NORTH OF THE 25X1  
DESTROYED DONG BAI RAILROAD BRIDGE OVER THE SONG TIEM [REDACTED] 25X1

3. REMARKS:

THE NORTH VIETNAMESE ARE NOW RESTORING DAMAGED BRIDGES ALONG  
CRITICAL LINES OF COMMUNICATION BY INSTALLING DECK-TYPE CABLE CROSSINGS  
WITH REMOVABLE PLANKS. THIS UNIQUE METHOD OF REPAIR WAS ONLY GRADUALLY  
ADOPTED, BUT ITS WIDESPREAD USE SUGGESTS THAT IT WILL BE THE STANDARD  
PROCESS BECAUSE BRIDGES BECOME LESS VULNERABLE TO AIR STRIKES.

STEEL CABLE RATHER THAN FIBER CORDAGE IS APPARENTLY BEING EMPLOYED.  
ALL INDICATIONS POINT TO THE USE OF A STEEL-WIRE PRODUCT, SOME OF WHICH  
HAS COME FROM JAPAN. THE CARGO OF THE SOVIET FREIGHTER CHELYABINSK  
WHICH ARRIVED IN HAI PHONG ON 25 AUGUST AFTER CALLING AT JAPANESE PORTS  
INCLUDED A LARGE AMOUNT OF WIRE ROPE AS WELL AS SMALLER SIZES OF  
GALVANIZED STEEL WIRE.

NGA review(s) completed.

These notes have been prepared for briefing purposes only and should not be used for detailed analytical work. Their use  
should be restricted to the particular briefing board(s) they were prepared for and must be considered valid only for the re-  
porting period as indicated by the date of issue. For information concerning these notes contact Chief, Collateral Support  
Division, NPIC.

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GROUP 1  
Excluded from automatic  
downgrading and declassification

25X1

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THE PROBABLE MAJOR REASON FOR THE EMPLOYMENT OF CABLE BRIDGES IS THAT THEY ARE RELATIVELY INVULNERABLE WHEN THE PORTABLE DECKING IS REMOVED DURING DAYLIGHT (ALTHOUGH IT HAS NOT YET BEEN ESTABLISHED THAT THE DECKING ON THE RAILROAD CABLE BRIDGES IS, IN FACT, REMOVED). IF INDIVIDUAL CABLES ARE ACCIDENTALLY CUT, THEY CAN BE REPAIRED OR REPLACED EASILY. THE ONLY FEASIBLE METHOD OF REDUCING THIS TYPE OF CROSSING APPEARS TO BE BY CRATERING AND WEAKENING THE CABLE ANCHORAGES AT THE APPROACHES. SINCE THE LOCATION OF THE ANCHORAGES MAY VARY BETWEEN SITES, MULTIPLE CRATERING ALONG THE AXIS OF THE ROADWAY MIGHT BE REQUIRED TO EFFECT THE NECESSARY DAMAGE.

4. MISSION READOUT:

[REDACTED] X1  
[REDACTED] REVEALS CAMOUFLAGED RAIL DECKING ON THE WESTERN APPROACH OF THE RAILROAD CABLE BRIDGE UNDER CONSTRUCTION OVER THE SONG TIEM. PROBABLE WINCHES (ONE OF WHICH MAY BE AN ANCHORAGE FOR THE WINCH CABLE) ARE LOCATED ON BOTH BRIDGE APPROACHES. THE EASTERN APPROACH IS NOT SERVICEABLE DUE TO THE ABSENCE OF TRACKAGE. (THE DONG BAI RAILROAD BRIDGE [REDACTED], DESTROYED LAST YEAR BY U.S. AIR STRIKES, REMAINS UNSERVICEABLE.)

[REDACTED] 1  
[REDACTED] REVEALS THAT THE CAMOUFLAGED DECKING HAS BEEN PLACED UPON THE BRIDGE CABLES AND THAT TRACK HAS BEEN LAID ON THE EASTERN APPROACH, RENDERING THE CABLE BRIDGE SERVICEABLE.

1  
[REDACTED] 1  
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